

**Department of Transportation
Olympia, Washington 98504**

November 24, 2004

**Request For Qualifications
Design-Build Construction of
I-405, SR 520 to SR 522 Stage 1 Design-Build Project**

ATTENTION: All Bidders and Planholders

Response To Questions No. 3

Questions and Clarifications since November 12, 2004:

1. Question₉: Section 3.5.3 of the RFQ describes the work scope at the 116th Street overcrossing. The replacement of the I-405 mainline structures is clearly spelled out. The remaining work scope for this interchange area is not clear at this time. Understanding WSDOT's intent to further clarify scope in the RFP, it would be helpful to understand more about the entire plan of this interchange at this time. Is it the intent to leave this as a half-SPUI, even in Stage 2? What will be the scope of ramp work and work on 116th Street in Stage 1? Why is the full scope of work not included in Stage 1? Any additional information you could provide would be appreciated.

Response₉: It is intended that the 116th interchange remain a half-diamond through the Stage 1 construction. The interchange will be converted to a half SPUI in the Stage 2 contract.

Stage 1 construction at 116th includes the following work:

- replacement of the mainline structures over NE116th (with abutments built for master plan widening, 1 additional lane)
- re-align the NB exit ramp, tie NB ramp into the existing ramp terminal - 1/2 diamond interchange will remain after Stage1
- tie existing SB on ramp into widened mainline (The re-alignment of the SB ramp is being considered for inclusion in the RFP as an additive alternative.)
- minor sidewalk modifications along NE116th to improve the pedestrian environment on the north side of I16th

Full conversion of the 116th interchange to half-SPUI is not included in the Stage 1 contract due to cash flow constraints associated with allocation of the Nickel Gas Tax revenues. The interchange will be converted to a half-SPUI in the Stage 2 contract when moneys are available for re-alignment of the SB on ramp and arterial modifications.

A current draft of the RFP will be made available for submitters' information on or near December 1 at <http://www.wsdot.wa.gov/biz/InnvContract/Kirkland.htm>.

2. Question₁₀: Regarding aesthetics, has the state selected a "design theme" for the Kirkland corridor aesthetics or will this be up to the bidding teams to propose a theme? For example: the random board walls through Mercer Island produce a consistent theme across the entire island.

Response₁₀: WSDOT is utilizing a Context Sensitive Solutions process (CSS) to involve the communities along the I-405 corridor in the development of the corridor-wide aesthetics. Before complete, this process will have included more than 30 meetings with community representatives developing and agreeing upon architectural standards. This information will be provided in the Urban Design Criteria (UDC) to be included in the appendices to the RFP. The UDC will be included in the draft RFP for industry review in early 2005. A current draft of the RFP will be made available for submitters' information on or near December 1 at <http://www.wsdot.wa.gov/biz/InnvContract/Kirkland.htm>.

3. Question₁₁: Section 3.5.2 requires the selected design-builder to provide office space at the location of the lead engineering design firm for WSDOT staff throughout the design process. In addition, the design-builder will be required provide office space for stated staff for the duration of the construction of the project. As an alternative, will it be acceptable to set up temporary office space upon award and conduct both design and construction phases in this "on-site" location keeping all required personnel continuously in one setting?

Response₁₁: Co-location of design and construction staff at a single location is acceptable. The current draft RFP states:

Location

The co-location office for the design phase of the Project must be located no more than 10 miles from the Project limits. A single office may be provided for both the design and construction phases if sufficient space is provided for simultaneous occupancy by both construction and design personnel and provided the location is within seven miles of the center of the project and east of Lake Washington. If provided in a separate location, the field office for the construction phase shall be no more than seven miles from the center of the Project, preferably adjacent to the Project Right of Way.

4. Question₁₂: Section 6.5.4.3 requires that the Construction Quality Assurance Manager have significant experience as well as be a registered P.E. in Washington State. These credentials are usually possessed by senior managers who might normally manage larger contracts on a full-time basis, or manage a few smaller contracts simultaneously. Will WSDOT consider allowing a CQAM with these credentials to be on-site less than full-time? If not, would WSDOT consider eliminating the required P.E. credential?

Response₁₂: No. Quality of construction is a high priority for the Kirkland Stage 1 contract. The requirement for a full-time, licensed Construction Quality Assurance Manager will remain.

5. Question₁₃: Environmental. What impacts are the mitigation sites being designed for? Will the design-builder be required to do any hydrogeology investigation? If so, where?

Response₁₃: The mitigation sites provide mitigation for direct impacts to wetlands for the Kirkland Stage 1 and Kirkland Stage 2 projects. The RFP will include a design for the mitigation sites. There will be very little, if any, opportunity for the Design-Builder to alter the design without review and approval by the permitting agencies.

No hydrogeology investigation is anticipated for design or construction of wetland mitigation sites. Hydrogeology investigations may be required for design of storm water facilities.

6. Question₁₄:

Under 6.5.4.4

One of the minimum qualifications for the ECM is to be "certified through the WSDOT Construction Site and Erosion and Sediment Control Certification Course, or equivalent."

a. Would it be acceptable to list an individual with certification "pending", with the intent to get them certified through WSDOT prior to contract award, similar to PE requirements?

b. What would be considered "equivalent" to WSDOT's certification?

Response₁₄:

a. Certification prior to award meets the intent of this requirement.

b. The 12-hour certification course for Construction Site and Erosion and Sediment Control is taught to non-WSDOT parties through training partners. WSDOT only recognizes certificates provided through the *AGC of Washington Education Foundation, Northwest Laborers Employers Training Trust Fund* and *Inland NW AGC*. Additional information on the WSDOT Erosion Control Program can be obtained at <http://www.wsdot.wa.gov/environment/wqec/erosion.htm>

Submitters shall include Form AA in Section 1 of the SOQ with evidence of receipt of this Response To Questions.

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State Design Engineer**